

IN THE CLAIMS

1 (Currently amended) Protective structure for a vehicle[[s]], comprising a substantially linear front cross member (17A) having two lateral ends comprising a unitary fillable internal chamber, wherein said front cross member is connected to lateral side members (22), and having ~~at least one~~ underlying laterally-placed first absorber elements (16) positioned near each lateral end of said front cross member (17A) on the bumper side of said vehicle, said laterally-placed first absorber element (16) being connected externally after the cross member (17A) ~~on the bumper side of the vehicle~~ and spaced apart to define a central space, ~~and having an additional absorber system (25) interposed between said laterally-placed first absorber elements (16), wherein inside said cross member (17A),~~ at least one second absorber element (25) ~~is present~~, which increases the force which will cause the collapse of ~~the~~ cross member (17A) and the energy absorbed by said cross member (17A) and, simultaneously, limits the overall dimensions of the entire structure, wherein said underlying laterally-placed first absorber elements (16) and said second absorber element (25) are made of materials which deform under pressures of about 5-30 N/mm² which correspond to a crushing of 50% and having an additional absorber system comprising buffers for

pedestrian impact interposed in the central space between the laterally-placed first absorber elements (16).

2 (cancelled).

3 (previously amended) Protective structure for vehicles as in claim 1, wherein said cross member (17A) has a substantially straight geometrical structure which is fitted with curved bumper (26) conforming in shape to said underlying laterally-placed first absorber elements (16) and said additional absorber system wherein said absorber elements and said additional absorber system are interposed between said bumper and said cross member.

4 (cancelled)

5 (currently amended) Protective structure for vehicles as in claim 1, wherein said first absorber element (16) and said second absorber element (25) comprise absorbing materials selected from the group consisting of extruded thermoplastic honeycomb, honeycomb made of ~~aluminium~~ aluminum, polyurethane foam, foamed polypropylene, rigid polyurethane, semi-rigid polyurethane and extruded polyurethane.

6 (previously amended) Protective structure for
vehicles as in claim 1, wherein said cross member (17A) is
made of metal or a plastic flat, produced from an extruded
linear profile.

7 (previously amended) Protective structure for
vehicles as in claim 1, wherein said cross member (17A) is
flat and is made of metal or a plastic flat, produced by
molding and welding.

8 (currently amended) Protective structure for vehicles,
comprising a ~~shaped~~ front cross member (17A) made of metal
or plastic having two lateral ends comprising a unitary
fillable internal chamber, wherein said front cross member
is connected to lateral side members (22), and having at
least one underlying laterally-placed first absorber element
(16) positioned near the lateral end of said front cross
member (17A), said laterally-placed first absorber elements
connected externally after the cross member (17A) on the
bumper side of the vehicle, ~~and an additional absorber
system interposed between said laterally-placed absorber
elements,~~ wherein inside said cross member (17A), at least
one second absorber element (25) is present, which increases

the force which will cause the collapse of the cross member, and increases the energy which may be absorbed by said cross member (17A) being adapted to absorb energy and, simultaneously, limits the overall dimensions of the entire structure, wherein said underlying laterally-placed first absorber element (16) and said second absorber element (25) are made of materials which deform under pressures of about 5-30 N/mm² which correspond to a crushing of 50% and having an additional absorber system comprising buffers for pedestrian impact whic are interposed in the central space between the laterally-placed first absorber elements (16).

9 (previously presented) Protective structure for vehicles as in claim 8 characterized in that said cross member is produced from an extruded linear profile.

10 (previously presented) Protective structure for vehicles as in claim 8 characterized in that said cross member is produced by molding and welding.